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July 14-204

TWENTY-FIFTH YEAR

TEN PAGES—TUESDAY MORNING MARCH 29 1904—TEN PAGES

# LIBERALS ALL LOOKING FOR THREE ARSENT MEMBERS AND NESBITT'S MOTION FOR 2-CENT RATE

Legislature Evenly Divided,  
Premier Ross Declines to  
Put the Question With-  
out His Majority.

ELOQUENCE AGAINST "TEMPUS FUIGIT"  
Government Fears Reduction in  
Passenger Rates Would Mean  
Rise in Freight Rates.

Dr. Nesbitt was responsible for another serious situation for the Ontario government. He has the Ross supporters talking against time at an all night session waiting for the train to bring in enough Liberal members to vote down a resolution declaring that no subsidy shall hereafter be granted to any railway, steam or electric, except upon the express condition that the passenger rate shall not exceed two-cents per mile. Last week Premier Ross succeeded in carrying a resolution that after Monday government orders shall have precedence. The effect of this is to shut off the business promoted by private members until the whole government program is cleared off the paper.

Dr. Nesbitt briefly stated his reasons for asking the house to commit itself to the two-cent principle, and was followed by the premier and Mr. Whitney. On the arrival of 6 o'clock Hon. E. J. Davis was on the floor and Mr. Whitney called "six o'clock," being an intimation to the speaker to leave the chair. He suggested that it might be advisable to adjourn if the government would consent to its original proposition. Mr. Whitney then expressed his preference for a resumption of the debate after dinner.

Talked All Round It.  
At the evening session Hon. Mr. Davis resumed and talked all round the subject. Mr. Pettipiece, whose railway taxation bill was scheduled for yesterday, also assisted in keeping up the talk. Mr. Graham followed and made an exceedingly clever speech under the circumstances. While he was talking the usual hour of adjournment arrived, and the premier, who not pressing for an adjournment, broadly hinted that the practice ought to be adhered to. He was willing to allow the debate to go on on Wednesday, as well as the Pettipiece bill, but Mr. Whitney still complained that the last opportunity of private members had been taken away from them by the government. The reason for all the talk was that the opposition had a substantial majority in favor of Dr. Nesbitt's motion. If the morning trains do not bring in the required support for the government the debate will continue without interruption until this afternoon.

The ministers remained out of their seats all evening, and although the Conservatives were in their places calling "Division" and "Call in the members."

At 10 o'clock Mr. Dickinson observed that the practice of the house was to adjourn at 10 o'clock.

Mr. Graham was willing to move the adjournment of the debate, but Mr. Whitney said it was open to the government to adjourn the house.

The premier said the government always surrendered right to go after 10 o'clock for the convenience of the opposition. "We're most accommodative," he said.

"In the meantime," remarked Mr. Whitney, "our last opportunity to secure consideration of questions of importance has been taken away by the government deliberately taking the time of the house for six hours when the question might have been disposed of in an hour." He pointed out that after Monday government orders shall have precedence over all other business.

"I hope my honorable friend does not put me in the position of pleading for an adjournment," observed the premier.

"No," Mr. Whitney said.

Continuing, the premier said he hoped the paper would not put him in that position. The question was a most important one and a great deal of valuable information had been brought out. It was an exceedingly useful debate, but the government would be willing, rather than have the practice of this house set aside at the caprice of any one, to have this question, and that of Mr. Pettipiece, which was set down for consideration to-day, taken up on Wednesday.

Mr. Whitney replied that the premier had not explained why the last opportunity of private members had been taken away. If the opposition gave way, they would be at the disposal of the government. He thought the house should proceed to a division on the question.

Mr. Graham finished his speech at 11:15, and Mr. Gross of St. Catharines began reading from a book and kept it up in spite of the jeers of the opposition.

"Kidded" James.  
Mr. Gross spoke till 12:45, when Jas. Connee took the floor and after three-quarters of an hour put him in that had recourse to a book relating to the taxation of railways. The opposition was getting restless by this time and indulged in the gentle art of "kidding" the genial James.

At 1:15 a.m. the sitting was still going on.

Dr. Nesbitt's Motion.  
That in the opinion of this house no subsidy in land, or cash, shall be hereafter granted to any railway, steam or electric, except upon the express condition that the passenger rate upon such road shall not exceed, at any time, two cents per mile.

Dr. Nesbitt said: "We have granted large sums of money to railroads and we now have before us a proposition to take the public back to the position of the public utility companies. As pointed out by John Charlton, M.P., it paid 8 per cent on \$50,000,000, or \$5,000,000 annually."

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HOW COUNT STANDS.

At midnight the standing in the legislature was even. The only official pair was Murphy (Ottawa) and Latchford (Kenora). Three Liberals were absent, Sam Clarke, O. Gubord, Valentine Stock. The redoubtable Samuel missed his train yesterday afternoon by just three minutes. He is reported to be walking to Toronto from Cobourg. Several other members were out of the house yesterday. Caldwell (Liberal) and Powell (Conservative) are thought to have a personal understanding in their absence. The same applies to John Smith (Liberal) and W. A. Kribs (Conservative). Lackner (Conservative) and Lee (Liberal), and G. Cameron (Liberal) and Adam Beck (Conservative). The Liberals claimed one majority early this morning, maintaining that the Smith-Kribs pair should be a Stock-Kribs pair, thus giving Smith a chance to vote. John Smith 'phoned Kribs, who is staying at the Walker House, and declared afterwards Kribs had agreed to let him vote, but Dr. Willoughby attested the suggestion, so the pair holds good.

THE MOTION.

That in the opinion of this house no subsidy in land, or cash, shall be hereafter granted to any railway, steam or electric, except upon the express condition that the passenger rate upon such road shall not exceed, at any time, two cents per mile.

THE AMENDMENT.

That all the words in the motion after the word "house" in the first line thereof be omitted and the following substituted therefor: In setting the terms and conditions of grants to railways in land and cash, while pursuing the policy hitherto adopted of insisting upon specially favorable terms as applicable to settlers and colonists and their effects, every effort shall be made to secure a two cents per mile rate where the imposition of such condition would be reasonable and practicable, having regard to the earning powers of the railways concerned, the cost of construction and all other circumstances connected with the case.

## Col. Otter Seriously Hurt By Fall From His Horse

Picked Up on Street Unconscious and Has Bad Concussion of the Brain.

Col. William Dillon Otter, C.B.E., A.D.C., D.C., commanding officer of the 2nd District No. 2, was very severely injured last night about 6:30 by falling or being thrown from his horse on Beverley-street, near his residence. Col. Otter had left his home at a short time with the intention of taking some horseback exercise, and it was impossible to ascertain exactly how the accident happened. The animal he was riding was the well-known Peterborough horse, which had carried the officer thus the South African campaign and was his special favorite. As Col. Otter was an excellent rider and a very capable officer, it was considered that the animal must have been suddenly frightened.

The officer was picked up in an unconscious condition by McMaster students, Messrs. Gray and Gray, who were passing, and conveyed in a cab to his residence at 98 Beverley-street. Dr. Fisher of St. Patrick's street and Dr. Burnhardt were called in at once, and the patient was attended by the arrival of Lieut.-Col. (Dr.) Nettess and Dr. Peters of the Toronto Light Horse, who are intimate friends of the injured man.

Condition Very Serious.  
The injury was pronounced to be a very serious concussion of the brain, the colonel having evidently struck on his shoulder and head. When carried into his residence, blood was trickling from his forehead. There was no sign, however, of outward injury, but a bruised appearance of the scalp, the skin not being broken.

The patient was pronounced at 10:30 p.m. when Drs. Peters and Nettess left him under the care of Miss Widdows, trained nurse, who is a slight improvement in the patient's condition, showing an intense irritation of the brain, which was considered a very serious one, and the outcome of the injury may not be known for several days. The patient was in a very nervous condition, showing an intense irritation of the brain, which was considered a very serious one, and the outcome of the injury may not be known for several days.

Pte. Charles Shaw of Stanley Barracks, who has been acting as the colonel's orderly for some time, was at the residence at the time of the accident. He said that shortly after the colonel went out for his afternoon ride, "Paddy," the bay charger, he said, was a high-spirited and unusually tricky horse, and although he had never actually thrown his rider, he had often taxed the colonel's fine horsemanship to the utmost by his habit of backing at inopportune times. He was of the opinion that it was to some such sudden caprice that the accident was due. "Paddy" was afterwards captured and safely lodged in his stable.

A Horse Soldier.  
Col. Otter is one of Canada's best and most widely known soldier sons, his military service dating back to 1861, when he joined the Queen's Own, in which he received a lieutenant's commission in 1864. He served as adjutant in the Fenian raid, in command during the "pellegrage" riots in Toronto in 1865 and during the G. T. R. riots at Belleville in 1867.

After 22 years' service in the active ranks he entered the permanent force in 1883 at the fort, organizing G. Co. Two years later he showed his military worth and capabilities while in command of the 1st Battalion of the Northwest-Mounted Infantry force in the Riel rebellion, his engagement at the Battle of Batoche resulting in the capture of Chief Poundmaker. In 1886 he joined the Queen's Own, in which he received a lieutenant's commission in 1864. He served as adjutant in the Fenian raid, in command during the "pellegrage" riots in Toronto in 1865 and during the G. T. R. riots at Belleville in 1867.

When the first Canadian contingent was sent to South Africa the honor of command fell on Col. Otter, who was then a lieutenant-colonel. Last fall he was in command of the 1st Battalion of the British army at Aldershot, and in 1903 he was one of several officers who were attached with the British army to the headquarters of the Royal School of Infantry at the barracks, being succeeded by Lieut.-Col. Otter, who was born near Clinton in 1843, and was educated at Upper Canada College.

Charming Easter Gifts.  
No more appropriate remembrance could be tendered than a box of flowers or choice flowering plants. Dunlop's assure you the best. Send for Easter price list. Dunlop's, 5 King-street West.

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GRANDMA OPPOSITION: 'On, is it Sammy? COL. HUGHES: A blooming Colonial Commandant of the Canadian forces. GRANDMA OPPOSITION: Don't admit 'im. I receives no one under the rank of General of the 'ome Imperial R'yal One's old 'Orse Guards.

## Mile of Track Washed Out And Trains Change Routes

Thousands of Dollars' Damage Done to Property in Essex and Kent Counties.

Windsor, March 28.—(Special.)—All traffic on the Grand Trunk Railway between here and points east of Chatham has been stopped owing to the floods in the eastern part of Essex and the western part of Kent, particularly the valley of the River Thames. The trouble is at Prairie Siding, which is a little east of Janette's Creek, where it is estimated that ABOUT A MILE OF TRACK HAS BEEN WASHED OUT. All Grand Trunk trains, which, under ordinary circumstances, should use the damaged tracks, are running by way of the Sarnia tunnel, while the Windsor and Detroit trains are using the Michigan Central tracks between this city and Buffalo.

As far as the eye can reach there is scarcely anything to see but an occasional tree rising above the water. The water is rushing towards the residents in the vicinity report that the water to the east varies from fifteen or twenty feet to six feet. The numbers of men have been sent from the district are seeking for houses, and in perilous places are being rescued in boats. Damage to the thousands of dollars has been done to property, and in many cases stock has been drowned and carried away by the flood.

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Among the industries closed down are Pligot's, Drader's and Scott's lumber and planing mills; Canada flour mills and elevator; T. H. Taylor's flour and woolen mills and elevator; Stringer's elevator; McKee's and Trotter's foundry, and Crown elevator. On the north side of the river the town is flooded for two blocks back.

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AN INQUEST.  
Editor Word: Thru your paper, I wish to appeal to the Farmers' Association with respect to the railway commission. The commission's chairman, Mr. Blair, is down in last June's Hansard as admitting that, and his relations are in the New Brunswick Telephone Co. It can be proved the New Brunswick Co. is chained to the Bell Co. The former's Blair connection is one of the blocks. The Bell Co. has the other blocks. It can be proved that for station telephones the Bell Co. has the contract with the Canadian Pacific. It is touching one of the blocks. Blair's private interest in the application for setting aside one of these contracts involved, by all appearances, Mr. Blair's private interest. Yet he decided the case. This puts the commission under a cloud. Having been foremost for the establishment of that tribunal, the Farmers' Association should be first to the rescue. At least petition parliament for an inquest.

G. S. Macdonald.  
Montreal, March 28.

NEWFOUNDLAND.  
(Canadian Associated Press Cable.)  
London, March 28.—The Times' Newfoundland correspondent wires that the colony is unlikely to listen to Canada's suggestion of confederation until the autumn general elections.

If you want a good smoke after dinner try the Guardian Cigar.

W. F. HEPBURN NAMED.  
Aylmer, March 28.—(Special.)—W. F. Hepburn received the Liberal nomination at the convention here to-day, and will oppose A. B. Ingram, M.P., at the next Dominion election. J. C. Dance was a warm second choice, losing the nomination by eight votes. There were twelve in the field.

Broderick's Business Suits, \$22.50, 115 King-street West.

Try the delectable at Thomas.  
System Saves Worries.  
Any business man can save a lot of worry these days by equipping himself with the up-to-date filing system for his correspondence and other documents. We believe we have the most up-to-date line of letter, document and "following-up" cabinets that the bank's numerous correspondents, full particulars can be had on application at any of the bank's branches in the city or country.

Continued on Page 2.

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## SIR CHARLES TO SIR WILFRID RE THE G.T.P.R. CONTRACT

Explains That Modifications Were Necessary Owing to the Clamor of Shareholders.

Ottawa, March 28.—(Staff special.)—Correspondence between the government and the Grand Trunk Railway Company on the subject of the new agreement for national transcontinental railway now before parliament was presented to the house to-day. There is little in it of public interest, most of the letters being of purely formal character.

The principal letter is one from Sir Charles Wilson to Sir Wilfrid Laurier in which he sums up the result of the deliberations of the directors of the G.T.R. after consultation with General Manager Hays and before the meeting of the shareholders was held.

This letter from London, Dec. 15, 1903, is as follows:

Dear Sir Wilfrid Laurier—I sincerely hope that we have now reached a solution on the question of the deposit to be made under the Grand Trunk Pacific agreement. I have fully appreciated the difficulties with which you have had to contend in the course of your most able conduct of the measure thru parliament, and I also have been confronted with many difficulties in bringing my colleagues to accept the view which I entertained of the general merits of the scheme, and it has been some hesitation and even doubt on this side is attributable to the sense of responsibility towards the shareholders of the company and a consideration to a very large measure in which their interests are concerned. It has always seemed to me that the government of Canada and the Grand Trunk Railway Company, being in point of fact partners in the enterprise, the former actuated by the considerations of national policy, the latter by the necessity of securing its share in the growing prosperity of the Northwest, the burden of financial liability should be shared between the two in equal proportions as far as possible, but I venture to think and this view is strongly held by my board, that too large a portion of the burden has been imposed upon the Grand Trunk Company. I think I am correct in believing that this shifting of the balance was caused by the extreme and I must say, in some respects, a new opposition which the bill met with in the house. My board feel that we could not ask the shareholders to affirm the agreement in its present precise form.

Mr. Hays, who has been with us in London for the past ten days, and who returns to Canada to-morrow, is in full possession of the views of the board on the subject of the modifications, which in our judgment, should be adopted before the meeting of our shareholders, and I feel assured that you will listen to his representations with all your usual courtesy and indulgence. I hope you will understand that the chief amendments which we propose will in no way affect the principles of the act or curtail the rights of the government. Their object is to allay any possible apprehensions of our shareholders who are undertaking after many unfortunate vicissitudes has now been brought into a position of established prosperity, and who might hesitate to embark upon a new enterprise of such magnitude without reasonable safeguards being afforded for securing their interests in the event of the expectations of promoters not being realized or of our having to encounter a series of less prosperous years than those which we have been lately enjoying. Very truly yours (Signed) C. Wilson, President.

SIGN OF SPRING.

Kington, March 28.—The first step in the reopening of the street railway service was taken this morning when car No. 25 was started on Bagot-street from the outer depot. The company intends to start operating the remainder of the line about the middle of the week, and hopes to have a complete service on by the first of next week. Nearly all of the old employees will be re-engaged.

DIED AT PORT HOPE.

Port Hope, March 28.—(Special.)—The death occurred here to-day of Alexander Whynne Pringle, who for nearly forty years, has been one of the leading jewelers of this town. Mr. Pringle was 61 years of age, and leaves a widow, a son and a daughter. The funeral will take place on Wednesday.

McSweeney's Guardian Cigar is the best time cigar in town.

Easter Hats for Ladies.

It should be that a lady's hat is becoming and rich in quality to be considered stylish. Such has been the aim of the New York makers, and if we may judge from the collection then at Dineen's they have proved their aim to be a wise one. The Dineen collection to-day are showing the most extensive line of exclusive designs direct from the makers and individual in design. You will not find their duplicate in Canada.

Von Diez—Fresh cut Dahdolls from 25c per doz. All flowers fresh and ready. College. Flower Shop. 445 Yonge-st. Phone North 1129.

FINE AND MILD.

Mineralogical Office, Toronto, March 28.—(8 p.m.)—The weather has been for a day through Canada, comparatively mild from the Rockies to Lake Superior, elsewhere moderately cold.

Minimum and maximum temperatures: Calgary, 22-35; Prince Albert, 8-28; Regina, 14-26; Winnipeg, 14-24; Port Arthur, 4-32; Parry Sound, 12-28; Toronto, 26-29; Ottawa, 14-30; Montreal, 14-28; Quebec, 10-28; Halifax, 2-34.

Probabilities.

Lower Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence—In fine and mild.

Lower St. Lawrence—Fine and a little milder.

St. Lawrence and Maritime—Moderate with fair, stationary or a little higher temperature. Superior and Manitoba—Fine and mild.

Douglas Out Plug ten cents, 6712 Yonge.

STEAMSHIP MOVEMENTS.

March 28. At. From. Lake Champlain...St. John...Liverpool...La. Gascon...New York...Glasgow...Columbia...New York...Glasgow...Holland...New York...Glasgow...Kron Prinz...Cherbourg...New York...Trenton...Hamburg...New York...Crescent Kurst...Prussia...New York...Calcutta...Aden...New York...Kronland...Antwerp...New York